

THE READING RAILWAY DEAL

The Attorney-General of Pennsylvania Serves Notice of an Investigation.

Copies of the Agreement Must Be Submitted for Examination—Alleged Deals by the Vanderbilts and the Pennsylvania.

Attorney-General Hensel, of Pennsylvania, last evening addressed letters to A. J. Cassatt, of the Pennsylvania Company; A. McLeod, president of the Philadelphia and Reading Railroad Company; J. Rogers Maxwell, president of the Central Railroad of New Jersey; E. P. Walker, president of the Lehigh Valley, and T. F. Powderly, relative to the Philadelphia and Reading Railroad deal. In the letter addressed to Mr. Cassatt, he says: "I beg to inform you that I have fixed Thursday, March 3, at 12 o'clock noon, as the time when, and the chamber of the Supreme Court, at Harrisburg, as the place where, I will hear the complaints you have already made or any further matter bearing upon the subject thereof, when you must desire to present, either in person or by counsel, that have notified the presidents of the Lehigh Valley Railroad Company, the Central Railroad Company of New Jersey, and of the Philadelphia and Reading Company of this point, and they will then and there advise me like you have done."

Nothing in the Story. The New York Herald says: "Rumor has it that Commodore Vanderbilt's dream has been realized. It is said that the Vanderbilt interests have secured control of the St. Paul system. The St. Paul system now includes St. Paul, the Northern and the Union Pacific—that is, a through line from New York to the Pacific and Portland and San Francisco. If true, it is the most important railroad acquisition in many years. It is said that it will be formally announced to-morrow, but Channing M. Depew denies it. He says it is a lie."

A Chicago dispatch says: "Once more the story is telegraphed from New York that the Vanderbilts have secured control of the Chicago, Milwaukee & St. Paul railroad, and that the grand alliance now includes the St. Paul, the Northern and the Union Pacific. The story declares that active efforts have been going on in this direction since J. P. Morgan succeeded in converting the \$20,000,000 floating debt of the Union Pacific into interest-bearing certificates. After that success, it is said, the Vanderbilts succeeded in bringing into intimate relations the Vanderbilts and their friends of the St. Paul and the Northern Pacific. The deal was finally consummated. It would probably be impossible to find a promoter more successful than Chicago who puts any faith in these reports. President Roosevelt Miller, of the St. Paul, in answer to inquiries, said to him by a friend: 'I can only repeat what I have frequently stated before concerning similar reports—that I don't believe there is any truth in the story. As far as my knowledge goes the stock of the St. Paul road is very much scattered. No great amount of it is held in one interest, and for that reason I don't believe there is any foundation for these rumors.'"

A Pennsylvania Deal. The Philadelphia Evening Telegraph says: "It is reported that another big railroad deal, in which the Pennsylvania would figure prominently, is pending, and that the details will be revealed in a few days. No definite information upon the subject is obtainable, but it was said on the street that the Pennsylvania had made or was about to make a deal in which the Atchafalaya, Northern Pacific and St. Paul railroads would be interested. Some time ago it was reported that the Pennsylvania Railroad Company was about to effect a combination with the Atchafalaya, but the rumor could not be confirmed, and the Pennsylvania officials said there was no foundation for it. A report was then circulated to the effect that the Pennsylvania Company had entered into a combination with the Northern Pacific, but the officials of both companies denied that report also. The rumors, however, continued, and considerable attention, and to-day (Tuesday) the course of the stocks mentioned was closely watched in the market. The brokers believing that the information would afford some indication of the truth or falsity of the reports. It was said that the combination referred to would be a very strong one, and that it would materially strengthen the position of the Pennsylvania Railroad and would give it a through line from one end of the continent to the other."

Some Interesting Figures. The Financial Chronicle has a newly prepared table giving the fixed annual charges of fifty of the more important roads in this country. The charges of the Baltimore & Ohio, etc., are \$1,417,600 per year, or \$55,000 per month; of the Burlington, interest, taxes and rentals, \$5,504,000 yearly, or \$458,000 monthly; Chicago & Alton, interest and rentals, \$1,408,572 per year, or \$117,381 monthly; Illinois Central, interest and rentals, \$2,575,000 yearly, or \$214,583 monthly; Lake Shore, interest and rentals, \$2,500,000 yearly, or \$208,333 monthly; Northern Pacific, interest and rentals, \$2,500,000 yearly, or \$208,333 monthly; St. Paul, interest and rentals, \$2,500,000 yearly, or \$208,333 monthly; Union Pacific, interest and rentals, \$2,500,000 yearly, or \$208,333 monthly; Wisconsin Central, interest and rentals, \$2,500,000 yearly, or \$208,333 monthly; and so on.

Colorado and Utah Rates in That Shape. The Rock Island and Burlington roads have jointly sent a communication to Chairman Smith, of the Trans-Missouri Association, requesting him to call a special meeting of his association at as early a date as possible to consider freight rates to and from Colorado and Utah. There seems to be no doubt that these rates have been in a demoralized condition for several months and there is no prospect of an improvement in the situation until something is done by the interested roads to put a stop to the irregular competition. The Rock Island and Burlington being bound by their agreement to maintain association rates and to keep within the provisions of the interstate-commerce law, claim to have lost nearly all of their car-load traffic to and from Colorado and Utah, and say that the effect this unauthorized competition has had upon their business at points on and west of the Colorado and Utah matters can be satisfactorily arranged at the proposed special meeting. It is understood that the Rock Island and Burlington will ask to have the rates reduced 30 per cent.

Cases Before the Commissioners. The commissioners of the Western Traffic Association met at Chairman Walker's office at Chicago yesterday. The first case heard was an application from the Burlington and Rock Island roads for authority to reduce the rate on ore to \$2 from Colorado points to the Missouri river. The present rate is \$8. The request for a reduction is based upon an alleged manipulation. The commissioners took the matter under advisement. The Atchafalaya's application for a reduction of the immigrant rate from \$5 to \$14.50 between the Missouri river and California points was next heard. These op-

posing the reduction argued that a better way out of the existing difficulty would be a reduction of the rate to the Atchafalaya board, with the recommendation that a joint agency be established in New York for handling of second-class business west of Chicago.

Voluntary Relief. R. F. Smith, Superintendent of the voluntary relief department of the Pennsylvania lines west of Pittsburgh, has issued the monthly bulletin for January, which shows that in that month twelve death benefits were paid, 253 accident benefits and 21 sickness benefits, for a total of 286. In death benefits \$5,000 was disbursed, in accident benefits \$5,556, in sickness benefits \$1,024.40, making the total disbursements to the membership during the month \$21,580.40. In the thirty-one months since the Pennsylvania lines were organized there has been disbursed in death benefits \$210,310 and in disability benefits \$249,000.20, making a total of \$459,310.20.

Personal, Local and General Notes. The sixty new engines which the Big Four will build will be provided with the Bellipaire fire-box. The New York Central has prepared plans for shops at Buffalo, to cost, it is estimated, \$1,000,000. F. P. Sargent, grand chief of the Brotherhood of Locomotive Firemen, has gone to Texas, to be absent several days in adjusting matters in every respect.

The Toledo, St. Louis & Kansas City has just received five parlor and buffet coaches with the Scarsville rolling stock which are said to be complete in every respect. The pay-rolls show that 3,965 men are employed on the Chicago & Alton road, and 65 per cent. of the gross earnings of the road are distributed to its employees. The Louisville, New Albany & Chicago company yesterday awarded the contract for several important iron bridges on the Louisville division to the Pittsburgh Bridge Company.

Albert S. White, general freight agent of the Big Four, has been appointed chairman of the Louisville, New Albany & Chicago committee on the relations of the Western lines to the trunk lines. Edgar Van Etten, general manager of the Louisville, New Albany & Chicago, has resigned, and is succeeded by W. W. Hasley, car accountant of the Western New York & Pennsylvania.

On several of the engines recently built for the Cincinnati, Hamilton & Dayton road the Bellipaire fire-box was used, and it is said that the company that built it will be used on new engines. D. A. Rice for several years agent of the Chicago, Cleveland, Cincinnati & St. Louis has been transferred to the Chicago & St. Paul road, and the position of general agent of the Chicago & St. Paul road has been filled by G. J. Grammer, traffic manager of the Chicago, Cleveland, Cincinnati & St. Louis.

The Louisville, New Albany & Chicago has contracted for two more combined parlor and dining-cars, which are to be put on the Louisville, New Albany & Chicago road, and that the grand alliance now includes the St. Paul, the Northern and the Union Pacific. The story declares that active efforts have been going on in this direction since J. P. Morgan succeeded in converting the \$20,000,000 floating debt of the Union Pacific into interest-bearing certificates.

A handsomely provided car of the Northern Pacific road stands on one of the spur tracks near the Union Station, which is filled with the products of Oregon. Since the car was started it has been exhibited in most of the Northern and Eastern cities. The Pennsylvania Company is negotiating for the purchase of the Oregonian, a new coach recently received, six have been placed on the Indianapolis line. A handsomely provided car of the Northern Pacific road stands on one of the spur tracks near the Union Station, which is filled with the products of Oregon.

The harmonious relations which have existed between the Cincinnati, Hamilton & Dayton and the Big Four of late are causing favorable comment, as, under such conditions, rates are adhered to, earnings are assured, and the traveling public is better pleased. H. Moore, traffic manager of the Chicago & St. Paul road, is in the city, and is expected to stay here for some time. He is expected to stay here for some time. He is expected to stay here for some time.

The purchasing committee of the Michigan and Ohio divisions of the Cincinnati, Hamilton & Dayton road, is in the city, and is expected to stay here for some time. He is expected to stay here for some time. He is expected to stay here for some time.

A conference between W. H. McLeod, traffic manager of the Louisville, New Albany & Chicago road, and F. P. Sargent, grand chief of the Brotherhood of Locomotive Firemen, was held yesterday. The purpose of the conference was to discuss the proposed new track to connect with the Union tracks and breaking ground for the new freight depot will commence.

The annual election of directors of the Delaware, Lackawanna & Western Railroad was held yesterday. Two new directors were elected—George H. Baker and J. Rogers Maxwell—who took the places of Russell Sage and Sidney Dillon. These new directors represent the coal interests, which already controls the Reading, Jersey Central and Lehigh roads. The other directors were re-elected, the old officers also being re-elected. A new ticket, a device of D. B. Martin, which has been introduced on the Big Four, is a discouraging one for conductors to

handle, as before they are through with it the ticket must be punched seven times. On trains where there are collectors this is all right, as they have nothing to do but collect and punch tickets. The ticket accomplishes one thing: it is a shield for scalpers to handle it or for a ticket agent or passenger conductor to "hold it out," so numerous and perfect are the checks.

J. N. Erbe, the land and emigration agent of the Mobile & Ohio road, is in the city. He says that the telegrams sent north to effect that D. J. Mackey had secured control of the road created a good deal of amusement among those who know the real condition of its affairs. J. C. Clark, the president and general manager, has, with his friends, put a large amount of money in this road; nearly all the rolling stock belongs to him and his friends, and even the locomotives have silver plates on them stating that this locomotive is the property of J. C. Clark. He says that anybody gets the road a handsome sum of money must be put up, and this D. J. Mackey is not disposed to do.

Prof. Ross is Not a Reactionist. To the Editor of the Indianapolis Journal: I fear that the writer of the admirable editorial in the Sunday Journal entitled "A Bated Lament" is seriously deceiving a grave injustice. Although the paragraph from the abstract of the lecture might not suggest it, no one could be further from I from all industrial reactionism. I should be loath indeed to be regarded as opposed to the machinery and organization that has achieved such miracles for us in thirty years. Over against the paragraph quoted in the editorial let me place one or two other quotations from my manuscript.

Mr. Atkinson presents many sound facts which are a corrective of extreme industrial pessimism. He calls attention to the enormous increase in the goods of life that has attended the advent of steam, electricity, machinery and high concentration of labor capital in the modern factory. One thing must be granted to Mr. Atkinson: The laboring man of today has more to eat, drink and wear than his predecessor of thirty years ago. There is no industrial class that is really worse off than formerly.

Do I not, then, agree with the Journal in avoiding both extremes of pessimism and standing among those (to quote my own words) "who, accepting our new industrial system, strive to make it a better one, rather than an amendment thereof?" Permit me, in closing, to acknowledge the uniform frankness and fairness with which the Journal has handled my article. EDWARD A. ROSS, UNIVERSITY OF ILLINOIS, BLOOMINGTON, Feb. 22.

Not a Candidate. To the Editor of the Indianapolis Journal: In the report of the colored citizens' meeting at Simpson Chapel, it is made to appear that I was an applicant for the principality of one of the schools. The mention of my name in this connection is unwarranted. I was not an applicant. If my name was presented to the school authorities it was done so without my suggestion, and I am certainly sure that no official was addressed in my name. I am, however, in relative to the subject. Neither had a grievance, believing, as I do, and have always done, that the colored people are the sole arbiters of matters delegated to them.

FRANK B. ALLEN.

A FLOOD OF EGGS.

They Flocked in from All Over the Country and Broke the Market. New York Commercial Advertiser. "This week has shown a remarkable example of the contrast of eggs, said Mr. W. G. French, of the Mercantile Exchange, this morning. 'Last week there was such a scarcity of eggs, especially new-laid ones, that they had not half sufficient to meet the demand. 'Only 200,000 dozen were sent to market, and the price went up to 30 cents per dozen. That is almost double the normal price. In order to make something of the current high prices of last week's market the farmers have been rushing eggs into the market in unprecedented numbers. From Ohio, Illinois and the West there have come over a million dozens, and the price has dropped from 30 cents to 15 cents a dozen. Of course this week the supply has been far in excess of the demand, and the farmers suffer.'"

A Flying-Machine Theory. North American Review. If, then, a great weight should press for only an instant against the theory of the air—it would be for that instant sustained. Hence it is only necessary for the weight to be removed for the air to rise to rest for only an instant upon any given mass of air in order to be sustained. As it moved from mass to mass it would not have time to fall through any one of them. The principle is strikingly illustrated by Mr. Lang, of the Smithsonian Institution, by illustrating the motion of a skater moving rapidly over thin ice. The briefest pause or diminution in his speed, and his support would instantly yield; but it is only necessary for him to move fast enough to glide over a film as thin as tissue paper, and he is sustained. Hence, a mass of air of size and weight, spread out laterally so as to rest upon a sufficiently speed-lateral mass of air, and moving with sufficient horizontal, and your flying-machine, so long dreamed of, and so ardently sought, is achieved. Such is, or is to be, Professor Lang's aeroplane, the realization of the magic carpet of the Arabian Nights is achieved. Such is, or is to be, Professor Lang's aeroplane, the realization of the magic carpet of the Arabian Nights is achieved.

Teaching Them to Talk. Philadelphia Times. In London professors are now teaching, upon easy terms, the art of after-dinner conversation to ladies and fitting them for shining at table with their husbands. The cloth, as well as afterward in the sacred precincts of the drawing-room. Teaching them to talk is a most effective of sending claims to Rhode Island.

Consolidated Tank Line Co. Dealers in Petroleum Products. Corner of Pine and Second Streets. Indianapolis, Ind.

Wire Works. Indianapolis Wire Works, Manufacturers of all kinds of WIRE GOODS. Mail orders promptly attended to. 27 CIRCLE STREET.

Patent Exchange. The Traders' Patent Exchange offers a splendid opportunity to obtain control of a valuable patent. Rooms 2 and 3, Bank of Commerce Building.

Stoves and Hollow-Ware. Indianapolis Stove Company, Manufacturers of Stoves and Hollow-Ware. 85 and 87 South Meridian Street.

ALLCOCK'S POROUS PLASTERS

The only safe way for purchasers is to insist on having the genuine article, and not allow themselves to be swindled by having plaster said to be "just as good," or "containing superior ingredients," imposed upon them. These are only tricks to sell inferior goods that no more compare with ALLCOCK'S POROUS PLASTERS than copper does with gold.

"One trial of Allcock's Porous Plasters will convince the most skeptical of their merits. The eminent HENRY A. MOTT, Jr., Ph.D., F.C.S., late Government Chemist, certifies:

"My investigation of ALLCOCK'S POROUS PLASTER shows it to contain valuable and essential ingredients not found in any other plaster, and I find it superior to and more efficient than any other plaster."

Beware of imitations, and do not be deceived by misrepresentation. Ask for ALLCOCK'S, and let no solicitation or explanation induce you to accept a substitute.

Scott's Emulsion of cod-liver oil is an easy food—it is more than food, if you please; but it is a food—to bring back plumpness to those who have lost it.

Do you know what it is to be plump?

Thinness is poverty, living from hand to mouth. To be plump is to have a little more than enough, a reserve.

Do you want a reserve of health? Let us send you a book on CAREFUL LIVING; free.

Scott & Bowser, Chemists, 134 South 5th Avenue, New York.

Your druggist keeps Scott's Emulsion of cod-liver oil—all druggists everywhere do.

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EMIL WUNSCHNER, Sole Agent.

JEFFERSONVILLE, IND., FEB. 24, 1932.

Sealed proposals in duplicate, subject to usual conditions, will be received here until 11 o'clock a. m., central standard time, Tuesday, the 28th day of March, 1932, and then opened for furnishing at the quarters of the Quartermaster, U. S. Army, at Indianapolis, Ind., for the purpose of furnishing the following: 1. 100,000 lbs. of No. 10, 12 and 14, and 16, and 18, and 20, and 22, and 24, and 26, and 28, and 30, and 32, and 34, and 36, and 38, and 40, and 42, and 44, and 46, and 48, and 50, and 52, and 54, and 56, and 58, and 60, and 62, and 64, and 66, and 68, and 70, and 72, and 74, and 76, and 78, and 80, and 82, and 84, and 86, and 88, and 90, and 92, and 94, and 96, and 98, and 100, and 102, and 104, and 106, and 108, and 110, and 112, and 114, and 116, and 118, and 120, and 122, and 124, and 126, and 128, and 130, and 132, and 134, and 136, and 138, and 140, and 142, and 144, and 146, and 148, and 150, and 152, and 154, and 156, and 158, and 160, and 162, and 164, and 166, and 168, and 170, and 172, and 174, and 176, and 178, and 180, and 182, and 184, and 186, and 188, and 190, and 192, and 194, and 196, and 198, and 200, and 202, and 204, and 206, and 208, and 210, and 212, and 214, and 216, and 218, and 220, and 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